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SOURCE Aviatia Sportiva.SPORTS AVIATION IN RUMANIA

INTENSIFICATION OF AVIATION PROPAGANDA WORK -- Bucharest, Aviatia Sportiva,
 Jan 53

Aviation propaganda is intended to inform the working people of the pur-
 pose and problems of the Sports Aviation Association of the RPR (Rumanian
 People's Republic), to attract them to membership in the association and to
 spread aviation knowledge among the masses, by all means available.

The role of aviation propaganda in the development of sports aviation in
 the RPR and in its transformation into a sport of the masses is considerable.
 Sports aviation may be considered an important factor in the construction of
 socialism in Rumania. To become a current sport of the masses, sports avia-
 tion has to be practiced by the largest possible number of workers. The role
 of aviation propaganda, therefore, is to attract the masses into all branches
 of sports aviation.

Aviation propaganda must attain numerous objectives. It must popularize
 the Sports Aviation Association, its purpose, its role, its duties, and its
 types of organization. It must also popularize the activity of the Sports
 Aviation Association and of sports flyers, as well as the records and perform-
 ances achieved by them. It must popularize the wealth of experience of Soviet
 aviation, showing where the Soviets have the most advanced plane and the
 finest flyers in the world, heroes who gave proof of courage and when they
 defended their homeland and covered it with laurels of victory.

The popularization of Soviet aviation, of the great research scientists
 in the field of flying, of flyer heroes of the Great Fatherland War, and of
 the records obtained by Soviet sportsmen, these are important means of attract-
 ing youth to practice sports aviation and for the development of sports avia-
 tion in Rumania.

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Aviation propaganda must also disseminate the knowledge of the successes obtained in the People's Democracies. It must demonstrate that aviation as a sport of the masses can only exist where political and economic power is in the safe hands of the working class.

Aviation propaganda must stress our tradition in the field of aviation, especially our forerunners who, in spite of all handicaps, succeeded in making important contributions to the development of aviation. Aurel Vlaicu was such a pioneer of Rumanian aviation.

Furthermore, it must unmask the atrocities and bestialities committed by American flyers, who have transformed the airplane into a means of mass extermination of women, aged, and children on the sorely tried soil of Korea.

Another duty of aviation propaganda is the spreading of scientific and technical knowledge of aviation.

These are, in short, the main problems with which aviation propaganda must deal.

In view of the fact that aviation propaganda must also spread purely technical knowledge, the propaganda men of the Sports Aviation Association must possess, besides a high ideological and political level, some technical knowledge in aviation.

In 1952, regiune and raion commissions of the Sports Aviation Association, as well as their collectives, developed intensive propaganda activities to make sports aviation popular in Rumania. For this purpose, they used various means and forms of spreading aviation knowledge.

One means was through aviation demonstrations, particularly flights by model planes, which attracted large crowds. The 600,000 spectators attending these demonstrations and contests proved that aviation propaganda carried on by the association succeeded in acquainting the masses more and more with aviation.

In spite of these successes, however, aviation propaganda carried on by the regiune and raion commissions of the association showed some shortcomings. While these commissions organized model demonstrations well, they showed negligence in spreading knowledge of the other branches of aviation, such as glider flying, parachute jumping, and flying. Aviation propaganda has also failed to cover the popularization of Soviet aviation and that of the People's Democracies. In addition, it failed to demonstrate Soviet priority in science. Furthermore, the regiune and raion commissions did not make use of all forms and methods of propaganda work and agitation.

There are still members and even collectives of the Sports Aviation Association, which do not receive and do not read the magazine Aviatia Sportiva. This periodical is an important means of aviation propaganda and technical aviation instruction at the disposal of the regiune and raion commissions and sports aviation collectives. It is the duty of every regiune and raion commission to distribute this periodical to every member and that it be read by all members and by the great masses of workers. The commissions must organize reading of Aviatia Sportiva.

The association has adopted as a prime objective for 1953 the attraction of the largest possible number of workers and the spread of technical and scientific knowledge on aviation. To attain this objective, the regiune and raion commissions of the association will organize public lectures. Specialists from aviation schools and engineers and leaders in the aviation industry will be called upon to assist in this task.

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To popularize technical knowledge among members of the association, there are aviation schools within the jurisdiction of the commissions. These schools are important means of propagating aviation knowledge. The schools should also use visual means of agitation, such as displays, posters, photographs, and panels.

ACTIVITIES OF SOME SPORTS AVIATION COMMISSIONS -- Bucharest, Aviatia Sportiva, Dec 52

Promoters of Sports Aviation, aided by working youth and the workers of the country, are obtaining improved results in the organization work of the Sports Aviation Association, an important factor of education and strengthening of the youth of the country on the road to socialism and defense of peace.

In the popularization of aviation sports in towns, villages, plants, enterprises, institutions, schools, and cultural homes, with a view to organizing new sports aviation collectives, the regiune Sports Aviation Commissions have applied in their work the excellent experience of working methods of DOSAV (Voluntary Society for Cooperation With the Air Force) in the USSR.

In 1952, numerous members have become volunteer workers in popularizing and organizing sports aviation. Members of the association have organized sports aviation collectives at factories and elsewhere.

Thus, the administrative committee of the Cluj Regiune Sports Aviation Association maintains close contact with all volunteer promoters of the regiune and with regiune committee members. It assigns them specific duties at meetings. Consequently, activity in Cluj Regiune has increased considerably. After a thorough analysis of conditions in the field, the regiune committee has worked out instructions for expanding activities in sports aviation collectives of the regiune. As a result of these instructions, collectives are competing with each other for specific objectives. Two of the regiune committee members were placed in charge of these competitions and ordered to support and popularize the best collectives.

Among the collectives which have already started to show outstanding work are those of the Industria Sarmel [Wire Factory] and the Trade School at Campia-Turzii. The same thing cannot be said of the Professional Polygraphic School, where director Liliana Miron has openly opposed the setting up of a sports aviation collective within the school. Such attitudes, which appear in some places, should be combatted, because they have nothing in common with the attitude of support and love which the entire working people, especially the teaching corps, have toward the youth of our country.

In Barlad Regiune, results are excellent. Numerous sports aviation collectives were organized throughout the regiune.

The collectives of the Drum Nou-Rulmenti [New Road Ball Bearing Plant] and Constructorul [Construction Enterprise] increased membership of sports aviation groups and also improved construction quality of model planes. The executive committees of collectives have made up for the lack of construction materials by using local resources, with the aid of local mass organizations and of local enterprises. Volunteer promoters Vitalis Gaidargiu, Alexandru Buca, and others have done outstanding work. However, the Barlad Regiune Committee must continue to form groups of volunteer airplane model instructors, to fill the growing needs of the association.

In Arad Regiune, theoretical instruction of youths who attended study groups showed very good results. Many of the graduates are sent to practical aviation

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schools. The success of the work in Arad Regiune is due to the fact that members of the regiune committee participate actively in all meetings and fulfill their assignments on time.

This should be an example for regiune committees in Cluj, Craiova, Iasi, and in the Hungarian Autonomous Regiune, which not only fail to fulfill the assignments given them, but in many cases do not attend working meetings called by the regiune. They are thus showing a total lack of interest toward the duties outlined by the party in regard to the development of sports aviation. Such an attitude of indifference should be harshly criticized, as it limits development of sports aviation in the respective regiunes.

It is the duty of all executive committees of the regiunes, raions, towns, and collectives to analyze critically their own daily activity and to take measures against persistent shortcomings, such as indifference. Working masses in the country offer the best conditions for the development of popularization and organization activities in sports aviation. In this work of honor, the party, Union of Working Youth, and all mass and popular organizations give support. But it is the duty of organizers to learn to channel this support by planning work and resources, manpower, and time. The control must be intensified in order to get good results, and guidance must be given to remove all difficulties.

The success of this work depends primarily on the manner in which each member of the association does his duty. An example in this respect is given by the members of the Steagul Rosu Aviation Collective of Stalin and Electro-Magnetica of Bucharest, which launched the motto "To Each Member a Specific Duty."

OUTLINE OF ACTIVITY OF THE BARLAD REGIUNE COMMISSION FOR SPORTS AVIATION --
Bucharest, Aviatia Sportiva, Dec 52

Guided and supported by the Rumanian Workers Party, the Barlad Regiune Commission for Sports Aviation obtained important results in the organization work of the Sports Aviation Association.

The Sports Aviation collectives organized in the town of Barlad are proof of the enthusiasm of workers, especially of youth, in practicing sports aviation.

The Barlad Regiune Commission for Sports Aviation understood that it could not achieve worthwhile results in its work if it did not place production leaders at the head of collectives to guide the activities of these collectives.

Thanks to the guidance and control work of the regiune commission, collectives, such as the collective of the State Committee for the Collection of Agricultural Products in Barlad Regiune, set themselves a series of specific duties for the fourth quarter of 1952.

To popularize sports aviation, the Barlad Regiune Commission for Sports Aviation has taken a series of measures, including subscription by the majority of collectives to the periodical Aviatia Sportiva, organizing of lectures in various raions, and using the Barlad radiofication system. For this same purpose, articles were published in the daily, Steagul Rosu, and display cases with airplane models were exhibited in the town of Barlad.

Members of the association holding licenses in the various sports aviation fields play an important role in the popularization work. They are flyers, parachutists, and glider pilots. The sport helped the majority of these men to become leaders in production or in teaching; among these men

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are glider pilots Alexei Ioardan and Victor Graneu and parachutists Angela Ciobotaru, Ion Codreanu, and Bery Grama. Parachutists have the largest number of licenses, making up most of the membership of collectives in Barlad.

A branch of aviation sports which is increasingly developing is model airplane flying. Under the guidance of Ion Iovu, model airplane instructor, a number of model airplane flyers are training to become instructors for model airplane flying groups, to be organized in various collectives.

The December plan provided for the creation of new model airplane groups at the sports aviation collectives at Drum Nou (New Road), the Agricola Mechanics School, and the Barlad Financial School.

A club for model airplanes was created at the Tecuci pioneer house. This club is lead by Gheorghe Baltag, who spends his time every Sunday among the pioneers, at the model airplane flying club.

From May to August 1952 demonstrations were organized at the sports stadium [in Barlad ?] and other fields almost every Sunday.

A regune contest was held 27 April 1952 at the regune commission, in the presence of 700 spectators, at which a record of 5.03 minutes was set by Victor Cranier and one of 3.48 minutes by Constantin Purice.

At celebrations held 1 May, 23 August, and 7 November 1952, model airplane flyers participated in demonstrations along with workers, a fact which contributed to the popularization of aviation sports. This increased the influence of sports aviation collectives in Barlad Regune.

Many technicians and specialists were attracted into the aviation collectives. For example, Jean Barbu and Dumitru Ursu of the Agricola Mechanics School actively support the work of the collectives.

Main attention of the regune commission is at present centered on the task of coordinating study clubs. A work plan for these clubs was reviewed at the meeting of 1 November 1952 by all members of the regune commission. Mass organizations gave the greatest support in this respect. This support would have been even more effective if the secretary of the regune sports aviation committee had organized Union of Working Youth members of the commission in a better manner.

Success in Barlad Regune could be even greater if every member of the commission fulfilled his duties. However, Constantin Saba, delegate of the Barlad Union Council, does not attend meetings of the regune commission.

There are still other shortcomings in the activity of this commission. The regune commission tries to take over the duties of the raion commissions, on the grounds that the latter are too weak, and does not help them. Likewise, the secretary of the regune commission has not succeeded in obtaining the support of all the members of the regune commission by not asking the aid of the regune party for this purpose.

If Drum Nou collectives are among the better ones, it is due also to the leadership of this enterprise which creates the conditions necessary for their activity. This example must be followed by others in enterprises and institutions which still underestimate the role of collectives in aviation sports.

Much greater success will be attained if members of the regune and raion commissions will better fulfill their duties in sports aviation, thus contributing to the strengthening of the Sports Aviation Association of the RPR, which is a decisive factor in the fight to educate and fortify the youth of the country. -- Marin Popa

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SPORTS AVIATION IN RPR -- Bucharest, Aviatia Sportiva, Oct - Nov 52

Following the pattern of the Soviet Union, the Rumanian Workers Party and the government of the Rumanian People's Republic created the Sports Aviation Association in the RPR to acquaint working youth with sports aviation. The association educates its members in the spirit of struggle for peace, socialism, and love of country, and prepares them to defend the Rumanian People's Republic.

Workers love sports aviation and share enthusiastically all over the country in the strengthening of the association and the creation of new sports aviation collectives. Although the association has been in existence a short time only, great masses of both young and old have joined it.

Old and young study the laws of aviation in schools, institutions, and enterprises of collectives and in theoretical centers, preparing themselves to become flyers. Thousands of young members of the collectives have gone through school in 1952, attending instruction in regular flying, glider flying, parachute jumping, and in specialization schools for airplane construction.

Thousands of young people practice sports aviation today in sports aviation schools. The mass character acquired by the aviation sports movement is reflected in the results of the various contests and sports celebrations. Hundreds of competitors from all corners of the RPR participated in 1952 in model airplane and regular airplane competitions.

More than 450,000 spectators, factory workers, students, and peasants watched aviation meets in 1952.

Thanks to the guidance given by the Rumanian Workers Party and Soviet training methods, sports aviation has taken on the character of a mass sport. -- Vasile Scortea

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